(c) and (d). 5659/5660 Sealdah-Guwahati Kamrup Express is proposed to be extended after the completion of gauge conversion works and development of terminal facilities at Tinsukia/Dibrugarh Town.

Kabithirtha Churulia Under Asansol

162. SHRI HARADHAN ROY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are aware that about 40 persons have applied for telephone connections from Kabithirtha Churulia under Asansol Telephone Exchange;

(b) whether the Nazrul Academy have offered a room for the proposed Telephone Exchange; and

(c) if so, the steps taken/proposed to be taken in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes Sir.

(b) Yes, Sir.

(c) A new Telephone Exchange has been planned to be opened at Churulia during 1997-98.

[Translation]

Derailment of Trains

163. SHRI JAI PRAKASH AGARWAL : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of passenger trains/express trains/goods trains derailed in the NCT of Delhi location-wise during the last three years till date;

(b) whether the Government have conducted any inquiry in respect of each case of derailment;

(c) if so, the details of the inquiry in respect of each case of derailment during the above mentioned period; and

(d) the effective steps taken/proposed to be taken so far by the Government to prevent such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) There were 13 derailments at different locations in the NCT of Delhi during the period 1.4.1993 to 31.10.1996. Of these 1 involved an express train, 2 passenger trains and the rest were goods trains.

(b) Yes, Sir.

(c) Once accident each was inquired into by the Commission of Railway Safety, Senior Administrative Grade Officers, and Assistant officers. The remaining 10 accidents were inquired into by committees of Junior Administrative Grade Officers.

(d) Some of the steps taken to prevent accidents are as under :

1. The work of track circuiting has been accelerated on the trunk routes and important main lines.
2. Signalling circuitry is being changed to prevent home signal from being lowered till the starter and the advance Starter, lowered for the previous train, have been put back to 'ON' position.
3. Auxiliary warning system for giving advance warning about signals at danger to driver of the running train has already been commissioned on Bombay sub-urban sections.
4. upgradation of track structure has been done by using heavier rails and concrete sleepers.
5. The track is maintained by Tie-Tamping and ballast cleaning machines. Track is also now being laid with track renewal trains and portal cranes.
6. For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
7. Maintenance facilities for coaches and wagons have been modernised.
8. To prevent cases of cold breakage of axle, ROH Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.
9. Training facilities for drivers, guards and other staff connected with train operation have been modernised. Drivers are being trained on simulators.
10. Performance of the staff is constantly monitored. The staff whose knowledge is found deficient are counselled and are sent for refresher training.

[English]

Over Bridges at Railway Crossings

164. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that over-bridges at Liluah, Dankuni and Mourigram railway crossings are urgently needed;

(b) if so, whether the Government are also aware of the fact that the people of these areas are agitating for the construction of over bridges; and

(c) if so, the steps taken/proposed by the Government to construct over bridges at above mentioned places?